









## RAILWAY RIVALRY IN CHINA.

Dr. Morrison telegraphs to the Times:—  
Peking, 8th June.

The attention of the British Government should be drawn to the railway activity of other Powers north of the Yangtze. If we believe that our friendly attitude in attempting to relieve China of some of the burden of the indemnity—though China has done nothing to deserve such consideration—will meet with a friendly response from the Chinese Government, we are under a delusion. The present position is the following. The Russians have obtained a concession for a railway, guaranteed by the Chinese Government, from Chingling-fu, on the main line from Peking to Hankow, to Taiyuan-fu, the capital of Shensi. This line, tapping the coalfields originally conceded to the Peking Syndicate, was de-capitalised in France. It is to have a narrow gauge, not the standard gauge, and will eventually extend westwards. The Germans, who enjoy a monopoly of railway construction in Shantung, have been conceded two important extensions for which they hope to secure a Chinese Government guarantee—namely, first, from Teichou, on the Grand Canal, to Chingling-fu aforesaid, this being a continuation of the main line which is being industriously pushed across Shantung from Kiao-chau Bay through Tsien-fu, the capital, to the Grand Canal; secondly, from Yenchow in Shantung on the Tientsin-Chinkiang main line to Kaifeng-fu, the capital of Honan, where it will join the new Belgian projected railway going westwards. The Belgians, through M. Rouffart, a distinguished engineer, have been granted a concession for a railway from Kaifeng-fu, the capital of Honan province, to Houma city, with a Chinese Government guarantee and an option for its extension to Tsengkuang, the key of Western China, and Hsien-fu, the capital of Shensi. M. Rouffart is now awaiting the issue of an Imperial edict sanctioning the concession, when it is an open secret that an arrangement will be proposed for a joint account with the German Shantung Syndicate, so that another non-British railway will traverse China from Kiao-chau to Hsien-fu. Compared with these successes, the British position is not encouraging. The Peking Syndicate have nearly completed 90 miles of railway from their coal measures in Honan province to the Wei river, a waterway navigable for shallow-draught junks to Tientsin, where they hope to find a market. The British and Chinese Corporation and the Peking Syndicate recently applied conjointly for a railway concession from Sinyang, on the main line from Peking to Hankow, along the Han river valley, to Siangyang, and across to Chengtu-fu, the capital of Szechuen. China replied that a native capitalist had already asked for this concession. The British responded that if it were built with Chinese money they could make no objection, but should China require foreign capital for its construction preference should be given to them as first in the field. The Chinese have not replied, and there the matter stands. Nothing has been said regarding terms or any details. The British and Chinese Corporation obtained in 1898 a concession for a railway from Fukau, opposite Nanking, to Sinyang aforesaid, but no attempt has yet been made to utilise the concession. Shing recently gave notice that unless the corporation, within six months, carried out the terms of the preliminary contract the concession would be cancelled. The Peking Syndicate claim the right, which seems indisputable, to build a railway from the Shanai mines to Fukau, but the claim meets with strong opposition from France on the ground that the line will divert traffic from the Peking-Hankow main line, and that if the right is given to the British an indemnity must be paid to the Franco-Belgian syndicate financing the main line. Regarding the Anglo-German trunk line from Tientsin to Chinkiang, the final contract is now being negotiated by the Germans, the terms obtained for their section from Tientsin to the southern border of Shantung to be accepted by the British for their section from the border of Shantung to the Yangtze. The German final contract proposes a loan of £8,000,000, with a Chinese Government guarantee of 5 per cent, this amount to cover also the construction of the two branch lines above mentioned to Chingling-fu and to Kaifeng-fu. From the foregoing it can be seen that British railway prospects, even in the Yangtze region, are materially worse than ever before. The valuable Shensi coal concessions obtained by the Peking Syndicate are denied an outlet to the Yangtze. Of what value are these concessions without this outlet? Do our Government realise how serious may be the losses which many British will be called upon to face if this outlet is not obtained? Perhaps it is necessary to remind the Government that a despatch from Sir Claude MacDonald of September 4, 1898, informed Lord Salisbury that the Tientsin Yamen had in an interview of the previous day consented that the Peking Syndicate should construct a railway from their mines to the Yangtze on terms not inferior to those granted to other railways; while in a despatch from Prince Ching to Sir Ernest Satow of April 24, 1902, Prince Ching explicitly reaffirmed the right of the Syndicate to connect the mines with the Yangtze. Yet now, for fear of hurting their susceptibilities, we decline to compel the Chinese to fulfil their written undertakings.

3,000 NEWSPAPERS  
RECOMMEND MACNIVEN & CAMERON'S PENS.  
THE WATKINS PEN, for Easy Writing.  
THE FINEST SCOTCH WHISKY, of Q. 11.  
THE FINEST J. WHITE 200 words per dip. Sold  
at all Stationers, WATKINS WORKS, EDINBURGH.  
[2945-1]

## LATE TELEGRAMS.

[VIA CRYLON.]

THE FISCAL QUESTION.

London, 26th June.

At a luncheon of the Constitutional Club to-day, Mr. Balfour, in presenting Mr. Chamberlain with an address on behalf of the Club, said Mr. Chamberlain's term at the Colonial Office was unique in British history. He adverted to the fiscal question, and said we could not permit foreign intervention with our fiscal relations with the Colonies, which were integral parts of the Empire.

Mr. Chamberlain, replying, said that a closer union with the Colonies was best approached by a commercial union through preferential tariffs, and he believed such was the only system whereby the Empire could be kept together. We must employ a policy of retaliation, or, more properly speaking, a policy of negotiation, to demolish the wall of hostile tariffs which is threatening our greatest industries. It was monstrous, he said, to suppose that he desired to impose greater burdens on the poor.

London, 28th June.

Friday's speeches by Mr. Balfour and Mr. Chamberlain are the sole political topic throughout the Kingdom. Many Ministerial organs are in a condition of complete uncertainty and hesitate to commit themselves, reflecting therein the feeling prevalent in the Unionist party. The cry on all hands is "More facts more light." Meanwhile the Opposition is using the "dear lost" to the best advantage. The leading Unionist papers question whether it is practicable to maintain an ostensible union of parties with such a split ending.

London, 30th June.

During a tariff debate in the Lords last night, Lord Lansdowne said it was impossible for Government not to consider the position threatening as serious. The possible withdrawal of the favoured-nation treatment, mentioned in his speech on the 16th instant, was actually adumbrated in an official document, which would shortly be published in a forthcoming Blue-book. This Blue-book would show that there were no proposals for in favouring Germany by retaliation or otherwise. Such proposals could only be considered after the discussion of the tariff question which the Government considered indispensable.

MORE BIRTHDAY HONOURS.

London, 26th June.

Four new Peers have been gazetted, including Sir Edward Lawson and Mr. W. A. Watson-Armstrong, head of the Elswick firm. The new Baronets include Sir Alfred Hickman, Major Esch, and Captain W. A. Wilson-Todd, Members of the House of Commons.

Sir F. Wingate has been gazetted a Major-General. Sir Marcus Samuel, the Lord Mayor, has been gazetted a Baronet.

Surgeon-General Watt, Major-General St. George Henry, Colonel Edward Hay, Seymour, Monro, Thomas Evans, John Barker, Frederick Elmslie, Beauchamp, and Doran, have been appointed Companions of the Bath.

GERMAN SOCIAL DEMOCRACY.

The second ballots of the Reichstag show that the Social Democrats have further gained. They carried the whole of Saxony except one seat.

COUNTY CRICKET.

London, 26th June.

Somerset has beaten Gloucester by an innings and 72 runs.

VENICE TO CALCUTTA.

London, 27th June.

The Bill approving the agreement for a direct steamship service between Venice and Calcutta has been submitted to the Italian Chamber.

THE LADO ENCLAVE.

London, 28th June.

The Antwerp *Nieuwspaper* publishes semi-official information that the negotiators on the Lado Enclave question have decided to leave matters as they are during the lifetime of King Leopold.

PRINCELY OFFER.

London, 28th June.

Lord Rosebery, in a letter to the London County Council, offers on behalf of Messrs. Wertheim, Bell & Co. £200,000 for the construction of a Technical Education College, similar to that at Charlottenburg. The site proposed is at South Kensington, adjacent to the College of Science. The Council is asked to provide £200,000 a year as maintenance, and to appoint representatives for the Committee of government, of which Lord Rosebery is to be Chairman.

THE BRITISH MISSION TO TIBET.

Calcutta, 29th June.

Colonel Younghusband, Messrs. Claude White and Furr, were expected to start on their great journey to Tibet on Friday last. The telegraph wire is being laid up to the frontier right through Sikkim.

DEATH OF FAMOUS HAND-MASTERS.

London, 30th June.

The death is announced of Lieutenant Dan Godfrey, for many years the Guard's Bandmaster.

ARMY RECRUITING.

London, 30th June.

Mr. St. John Brodrick, in the House of Commons, said that recruiting had been temporarily suspended in the Cavalry, and mostly in the other arms except the Infantry, as establishments were full.

[VIA STRAITS.]

THE QUEEN OF HOLLAND.

New York, 2nd July.

The Queen of Holland is now in a much better state of health. She is not, as has been officially denied by the Dutch Government, suffering from tuberculosis. — *Strait Times*.

RAILWAY TO MECCA.

Aden, 2nd July.

It is now decided to proceed with the work of building the Hedjaz-Mecca Railway with all despatch and thereby, in the near future, save pilgrims the tedious camel and foot journey across the desert, in performance of which many annually die from fatigue and exposure, to say nothing about the extortionate prices they have to pay en route for food and even water. The Sultan of Turkey has agreed to the project of ordering all Mohammedans to contribute a minimum of five piastres to assist in covering the expenses incurred in its construction. — *Strait Times*.

## THE JAPANESE INVASION OF COREA.

Mr. George Lynch, in a letter published in the *Pall Mall Gazette*, writes:—

Out here in the East may be now seen in progress two instances of the invasion and conquest of a country which, I think, are without parallel in the world's history. I refer to the invasion of Corea by the Japanese, and the annexation of Manchuria by Russia. The method requires money, but not so much as a war does; and the results, if slower, are more complete and satisfactory. With this method, practised by the Japanese and Russians, a line of railway is the pioneer line of advance after a certain amount of reconnoitring, so to speak, has been done by enterprising emigrants. The Japanese made and own the line of railway from Chemulpo to Seoul, and are making the line from Fusan to Chemulpo, and along that route is the main trunk of their acquisitive advance. At Fusan will be the southern terminus of this arterial railway system, which will be open for traffic within eighteen months. It is the nearest harbour to Japan, and a most perfect natural harbour it is, where all the liners of the East could find safe anchorage. Thousands of Japanese were at work when I was there, under Japanese supervision, constructing wharves and piers, so that the vessels can load direct from the railway trucks and discharge into them. Deep cuttings and much filling in are necessary here, but the labour is plentiful and very cheap. It is similar work to that which is being carried on on a more gigantic scale at Dolny. In anticipation the Japanese have managed to buy up all the best sites adjacent to the railway, and near the terminus, right in the centre of the harbour, a Japanese town of considerable proportions has already sprung up. All round it house-building is in active progress, and wide and long streets are marked out with lines of stone foundations and the skeletons of wooden houses rising from them. When completed, will double the present size of the town. There is not a good site for a house or a shop now to be bought in Fusan; they are all in the hands of the Japanese. There have been numerous edicts issued from time to time by the Emperor against foreigners acquiring land in Corea, but like many other enactments of the Government in this curious country, they do not appear to be enforced. The Japanese own about one-third of the real estate in Seoul, and close on one-half of that in Chemulpo, and a considerable portion in three of the next largest cities. The Korean is as a rule an improvident individual in a chronic state of impecuniosity. He is always ready to receive a loan on almost any terms. The Korean accepts a loan, say for six months, which, being sanguine and rather careless, he promises to repay at the end of that time. The Japanese give him his title-deeds as security, and when the money is not forthcoming, usually at first contents himself with sequestrating a bit by way of interest from the borrower. He is not content with this, however, but sooner or later plants himself in the house, as he in the police, and gets the Korean turned out. The interesting question here, the question which puzzles the most thoughtful on-looking resident observer, is: Who is really to have Corea, the Russians or the Japanese? Gathering the opinions of people on the spot, they are unanimous, clear, and emphatic. As long as one speaks to Japanese or people with Japanese leanings, they are unanimous, clear and emphatic in propounding the doctrine that Corea, must, can, and will come under Japanese rule and under no other. The Russians and their sympathisers are equally emphatic that it will never be annexed by Japan, and when you ask will Russia take it, your answer is generally a shrug of the shoulders and a quizzical look with a suspicion of a merry little twinkle in the corner of the eye. They can afford to wait, these Russians, and they know how to, and as a reward all things seem coming to them in this part of the world. Manchuria is just twice the size of Japan, and to the fullest meaning of practical business politics they have now annexed it. Its annexation is a triumph of diplomatic bluff. The Western world has no idea of what a rich jack-pot these Russians have won, in the international poker game. The mineral resources of Manchuria, as shown even by the surface scratching that has been done, are simply stupendous. As a wealth-giver it will send more to St. Petersburg for the next half-century than India will to London. If the re is one thing that the Japanese have reason to be superlatively proud of, it is their Intelligence Department. They have had their spies for a long time past on the track of the Russians throughout Manchuria, so that Tokyo is as well informed as St. Petersburg about every movement. The Japanese have just completed a great map that gives more details of that country, which may be dotted shortly with battlefields, than anything, I feel sure, that the Russians can have. Looking at the whole position from what we are in the habit of calling a commonsense standpoint, and with the white man's idea of fair play, we must bear in mind that the Japanese were done out of Port Arthur when they had every right to possess it by the laws of victorious conquest. In the modern pressure of things the Koreans cannot continue to exist independently in this crowded world, where right is no defence against might. As a source of food supply Japan depends to a certain extent on Corea. Russia has territory sufficient in all conscience. Why should not Japan have Corea? Similar evidence of improvement such as our civilisation takes pride in is visible in the territory under Japanese influence in Corea as in that portion under direct Russian control in Manchuria: wide streets, cleanliness, railways, telegraph lines, light, a proper supply of water, adequate drainage. It

is good compensation even when the robbing is admitted. The Korean army has been reorganised, trained, and equipped under Japanese supervision; in fact, it is difficult to distinguish sometimes between the Korean and the Japanese soldiers. This, a Japanese gentleman said to me, will be all the more convenient when the time comes, as drill and uniform will make everything ready to have the Korean army changed into so many regiments of Japanese soldiers. The Japanese would probably do great things with this country if they get it. The Koreans show no signs whatever of progressing or moving out of their hermit isolation. This great unobtrusive conquest by rail and telegraph lines and undermining by money power is sure, if slow, and when the time comes for the detail of snuffing the Japanese flag, it is not very likely to be very strongly opposed by any Power except Russia, and Russia may be fully occupied elsewhere.

## RUSSIA AND THE BAGHDAD RAILWAY.

A Times correspondent writes under date Paris, 9th June:—

The *Paris*, the first evening newspaper sold on the boulevards, is a Nationalist and well-known anti-English organ. On the other hand, it is extremely friendly to Russia. Whatever its shortcomings may be, it is only fair to recognise that it is an enterprising newspaper. Its manager is at present in St. Petersburg and in an interview with M. Witte, Minister of Finance, has elicited from him a statement of considerable importance respecting the Russian view of the Baghdad Railway scheme. I give these particulars in order to make it understood that M. Witte's views, as set forth below, came through a channel which in this instance may be regarded as trustworthy. After having thanked M. Witte for his friendly reception, the representative of the *Paris* inquired whether he did not think that an attempt was being made just now by the common enemies of France and Russia to make mischief between them. The Minister was silent for a time, but eventually answered:—"You have just touched upon a very delicate point, which involves a grave problem. I am not the Minister for Foreign Affairs, and I am not called upon to talk to you upon foreign politics. But since you refer to the campaign undertaken to sow division between us, I will give you a plain answer. We are not making any attempt to create a conflict between our respective interests in the economic domain. Are you posted up in the question of the Baghdad Railway?" The manager of the *Paris* replied:—"I know, your Excellency, that the Germans have obtained from the Sultan the concession of an important railway which will run from the shores of the Bosphorus to Baghdad." Here the Minister rang the bell and ordered two cups of tea. He then proceeded quietly and with composure substantially in the following terms:—

"The concession obtained by the Germans is a serious affair, to which the attention of all Europe ought to be directed. The complicated questions connected therewith are not sufficiently known. What are the advantages which the Germans will reap from this railway? They will lay hand on the greater part of the traffic between Europe and Asia, which will be of no small benefit to them. Then, in the event of war, England being mistress of the route through Egypt, communications might nevertheless be maintained by the new railroad, which will threaten England to the very heart of India. But the construction itself is of a nature to disturb many things. It is a gigantic scheme, which will absorb hundreds of millions. Let me call your attention in passing to the fact that the operation will require the issue of a capital of 15 millions in shares alone, and that the rest will be made up in bonds. This is all well and good, but where will the Germans find the money? Part of it will be forthcoming at home, and they expect to find the rest in France and England. Will French and other capitalists subscribe? No, unless they get a guarantee. Yes, perhaps, if such a guarantee be given. Of what nature can that guarantee be? Turkey's word is not sufficient. There only remain the Customs duties, which will have to be raised. If they are raised, capitalists will find the guarantee they want, but before the Turkish tariffs are touched Europe must be consulted. The question is, therefore, whether the Powers will give their consent. Germany, Italy, and Austria—that is to say, the whole Triple Alliance—will naturally acquiesce. France is on the point of assuming the same attitude. That surprises us. If the French Government consents to the increase of the Turkish tariffs, and thus to the creation of the guarantee required; if, moreover, it continues to encourage French capitalists to subscribe, this is what will happen. The work of construction will be commenced, but will never be finished, and the German and French capitalists will lose their money. The creation of this line of railroad is a dream which will never be realised. If French savings are engaged in this bottomless pit, if thousands of subscribers are ruined, Russia will certainly be blamed. That must be avoided at all costs. Suppose that Russia were to give way and we were to be represented, like the other Powers, in the syndicate which is to be formed. As you are aware, Germany will keep the effective management of the enterprise in her own hands, and it is she who will be the gainer. We do not intend to be her dupe. On the other hand, if we give our consent and the affair nevertheless falls through, we shall incur responsibility towards the ruined capitalists. That responsibility I will not assume. I do not see how France can reasonably favour at the expense of her purse an undertaking which in the first place is German, in the second

## PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE &amp; CO.,

17A, QUEEN'S ROAD, HONGKONG.

anti-Russian, and, lastly, involves so much uncertainty.

Here the Minister gave his visitor another cigarette and invited him to drink another cup of tea. He then continued as follows:—

"By warning French savings (*l'épargne française*) of the danger which they run in this affair you will render a service to your country. My own motto is—Never tell a lie. Now you know the whole truth."

The manager of the *Paris* then enquired of M. Witte whether he was not of opinion that many intrigues were on foot in economic and other spheres against France and Russia, and whether it was not sought to place the interests of the two countries in conflict. He enquired whether the Russian Minister of Finance did not suspect the cause of this. His Excellency replied with a smile:—"Honn. In all causes *celibataires* they say, *Cherchez la femme*; but here it might be said, *Cherchez l'argent*." This brought the interview to a close. The Russian Minister accompanied his visitor to the landing, and in taking leave of him said:—"N'est-ce pas que la Russie est belle? Dites bien à sa sœur, la France, de ne pas se laisser enlever."

SIR FRANK SWETENHAM.

The *Straits Echo* publishes the following under the heading of "Startling Rumour":—

"Kuala Lumpur, July 4th.—It is rumoured that the Governor, Sir Frank Swettenham, has been called home to the Colonial Office by cable in order to explain his reasons for giving the general farm to Towkay Lok Yew without tender. The former opium-farmers combined to formulate a petition, which, as some of them were connected with business in Hongkong, they actually forwarded to the Colonial Office through the Governor of Hongkong. The rumour must not be regarded, if true, as a slight upon the Straits Governor, but more probably is a mode of procedure that Mr. Chamberlain conceived to be the most judicious in order that he might form a just judgment of the transaction. Personal interviews, when they can be held, are, of course, much more satisfactory than prolonged, tedious, formal and often incomplete correspondence. The Resident General, Mr. Treacher, will resign in his absence, and Mr. J. P. Rodger, the British Resident of Perak, following precedent, will probably be Acting Resident General, unless Mr. Birch, the present Governor of British North Borneo, who is very anxious to get the post, be called over to act. The Governor is 'an old parliamentary hand,' and expert at justifying his conduct both on paper and in colloquy, and he may be trusted to prove that his action was not only correct but most expedient."

It is hardly necessary to point out that no such petition as that mentioned above could have been received here and forwarded to the Colonial Office. It would have been promptly returned to the petitioners.

TRADE MARK

TELEPHONE No. 135.

OUR SPECIAL BLEND

OF

SCOTCH WHISKY

IS

"CLUB"

AT

Per Doz. . . . . \$15

We have older and more expensive Whiskies but we have no better VALUE than

"CLUB."

H. PRICE &amp; CO.

12, QUEEN'S ROAD.

PRINTING.

THE PRINTING DEPARTMENT of the "HONGKONG DAILY PRESS" possesses every facility for the prompt and satisfactory execution of all descriptions of

COMMERCIAL AND

GENERAL PRINTING.

ALL WORK EXPEDITIOUSLY EXECUTED. ESTIMATES FURNISHED.

A PORTUGUESE ACCOUNTANT, just arrived from Manila, having many years' experience and the best of references, offers his services either in Hongkong or in Canton.

F. RODRIGUES.

Care of Post Office, Macao.

Hongkong, 13th July, 1903.

## INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FUND FUNDS... 2,897,216 11 10

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 19th June, 1903. [1888]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May 1895 [27]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [113]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF BRESEN.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

HOTZ, JACOB & CO., Agents.

Hongkong, 1st September, 1902. [237]

NORTHERN ASSURANCE CO. ESTABLISHED 1836.

The Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO., Agents.

Hongkong, 14th January, 1903. [216]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [36]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851. Cash Security... £225,719  
Total Losses Paid... £2,769,240

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1903. [1449]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFLAIX & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [23]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HCTZ JACOB & CO., Agents.

Hongkong, 2nd April, 1900. [2]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZE'S, AMBERITE CARTRIDGES & KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE'S GUILLED SHOT in all Sizes, Nos. 10 to 55SG. ALL GUNS and AMMUNITION IN VARIETY.

WM. SCHMIDT & CO., Agents.

Hongkong, 23rd November, 1902. [11]

MR. CHADWICK K EW

DENTAL SURGEON, No. 33, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M. Hongkong, 16th June, 1903. [1721]

ROYAL BRATED WATERS MANUFACTORY.

If you want a drink of health, If you want that health in wealth, If you'd take your proper place, If for health you'd join the race, Always with a smiling face, Where you can get good drink I guess, Pure water we always use, Essences many from which to choose, Our list of drinks will you amuse Apply to—

F. P. DANENBERG, Manager, Factory & Office—West Point; Telephone 267; Depot—Ice House Street; Telephone 374.

Novel Specialities. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced. Long-Life, Non-Intoxicating and Excellent Beverages.

Hir-Oes, Winter 80out, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale.

[11-2]







## TO LET

**FIRST FLOOR, No. 8, QUEEN'S ROAD CENTRAL.** Suitable for Office.  
Apply to—  
**IP LAN CHUEN,**  
Care of Mr. A. M. Eschbayer,  
Nos. 7 and 9, Zetland Street.  
Hongkong, 11th June, 1903. [1689]

## TO LET—WITH IMMEDIATE POSSESSION.

**TWO SUITES OF ROOMS** in the Ground Floor of the Hongkong Club Annex, suitable for Offices.  
Apply to the undersigned.  
**C. H. GRACE,**  
Secretary, Hongkong Club.  
Hongkong, 18th June, 1903. [1757]

## TO LET.

**NO. 12, CASTLE ROAD.**  
Nos. 15, 17, 19 and 21, SEYMOUR ROAD.  
GODOWN, No. 32A, PRAYA EAST.  
Apply to—  
**COMPRADORE DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 10th July, 1903. [1860]

## TO LET.

**A SUITE OF FOUR ROOMS** at No. 7, BARROW TERRACE, Kowloon. For particulars apply at the House.  
**A. MENZELT,**  
Hongkong, 14th July, 1903. [2012]

## TO LET.

**ONE OR TWO ROOMS** at No. 12, ARBUTHNOT ROAD (entrance from Wyndham Street also).  
Apply to—  
**C. M.,**  
Hongkong Hotel (Secretary's Office).  
Hongkong, 14th July, 1903. [2010]

## TO LET.

**NO. 3, DUDELL STREET,** ground floor. Suitable for Offices or Office and Godown.  
Apply to—  
**"SOUTH CHINA MORNING POST,"** LD.,  
Connaght Road Central.  
Hongkong, 27th June, 1903. [1849]

## TO LET.

**2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL,** suitable for Office.  
Apply to—  
**WING CHEONG,**  
35, Queen's Road Central.  
Hongkong, 10th July, 1903. [1891]

## GODOWN TO LET.

**NO. 155, PRAYA EAST.** Spacious Two-storied Godown. Suitable for Yarn or Cables.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 11th July, 1903. [1888]

## TO LET.

**18, ROBINSON ROAD.**  
Apply to—  
**AHMED RUMJAHN,**  
62, Queen's Road.  
Hongkong, 1st July, 1903. [1856]

## TO LET.

**NO. 2, "MAGDALEN TERRACE,"** MAGAZINE GAP.  
Apply to—  
**SPANISH PROCURATION.**  
Hongkong, 1st July, 1903. [73]

## TO LET.

**FLATS in MORETON TERRACE,** Causeway Bay facing the Polo Ground. No. 2 RIFON TERRACE (in FLATS). GODOWN at BOWBINGTON (PRAYA EAST).  
HOUSES in LEIGHTON HILL ROAD.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 8th June, 1903. [71]

## TO LET.

**NO. 17, SEYMOUR ROAD or WOODLANDS WEST** to Rent from 15th JUNE.  
Apply to—  
**E. H.,**  
Care of Daily Press Office.  
Hongkong, 16th May, 1903. [143]

## "TANG YUEN."

**BOARDING ESTABLISHMENT.**  
SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation.  
Apply to—  
**MANAGERESS,**  
Macdonnell Road;  
**FAIRALL & CO.,** Queen's Road.  
Hongkong, 2nd March, 1903. [681]

## FIRST-CLASS BOARD &amp; RESIDENCE.

**"ST. GEORGE'S HOUSE,"** 2 & 4, KENNEDY ROAD.  
**EXCELLENT Table.** Every home comfort. Well-furnished rooms facing the harbour. For terms, apply to—  
**MRS. G. SACHSE,**  
"St. George's House."  
Hongkong, 17th March, 1903. [632]

## M. MATTHAEY.

**PRIVATE BOARD AND RESIDENCE.**  
14, QUEEN'S ROAD CENTRAL (Entrance by Zetland Street). Opposite Messrs. Kelly & Walsh, Booksellers.  
Hongkong, 11th July, 1903. [1197]

## BOARD AND RESIDENCE.

**MRS. GILLANDERS,**  
"GLENWOOD," 21, CAINE ROAD.  
Hongkong, 20th March, 1903. [5915]

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED ROOMS,** with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## TO LET.

**2ND FLOOR, No. 25, DES VEXES ROAD CENTRAL.**  
Apply to—  
**DANG CHEE, SON & CO.,**  
25, Des Vexes Road Central.  
Hongkong, 2nd July, 1903. [1908]

## TO LET.

**NO. 1, CAMERON VILLAS (Peak).** A Six-Roomed Bungalow in first-class condition.  
Apply to—  
**LINSTRAD & DAVIS.**  
Hongkong, 24th June, 1903. [1818]

## TO LET.

**TWO SPACIOUS GODOWNS—Nos. 95 and 98, PRAYA EAST.**  
Apply to—  
**H. N. MODY,**  
Victoria Buildings.  
Hongkong, 2nd December, 1902. [82]

## TO LET.

**"HARTLEY" and "WESTLEY,"** UPPER RICHMOND ROAD. "STONY BROOK," LOWER RICHMOND ROAD.  
Apply to—  
**LAU CHU PAK,**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd June, 1903. [150]

## TO LET.

**TWO SPACIOUS NEW GODOWNS,** very suitable for Dry Goods.  
Apply to—  
**W. LYSAUGHT,**  
153, Wanchai Road.  
Hongkong, 15th April, 1903. [1153]

## TO LET—UNFURNISHED.

**"COOMBE" MAGAZINE GAP.**  
Apply to—  
**Daily Press Office.**  
Hongkong, 16th February, 1903. [542]

## TO LET.

**2 SPACIOUS ROOMS** at No. 15, BELLIOSE TERRACE, with Bathroom and Kitchen. Rent very moderate. Immediate Possession.  
Apply to—  
**S. T. J.,**  
Care of Daily Press Office.  
Hongkong, 6th July, 1903. [1933]

## TO LET.

**ONE FIRST-CLASS SPACIOUS GODOWN** at West Point.  
Apply to—  
**"GODOWN,"**  
Care of Daily Press Office.  
Hongkong, 16th June, 1903. [1719]

## TO LET.

**GROUND and 2nd FLOORS of No. 3, OLD BAILEY.** No. 10, SEYMOUR TERRACE. No. 13, MOSQUE JUNCTION. No. 43, CAINE ROAD. Nine-Roomed Corner House, \$160 exclusive of Taxes. Nos. 1 and 3, CORONATION TERRACE. Six-Roomed Corner Houses, \$100 each including Taxes. **FOUR-ROOMED HOUSE** on Upper Levels, fully furnished, for Six Months. And others to suit various requirements.  
**S. A. SETH,**  
Land and Estate Broker.  
Hongkong, 6th July, 1903. [1936]

## TO LET.

**TWO GODOWNS, Nos. 2 and 4, MATHESON STREET, Wanchai.** No. 5, STEWART TERRACE, PEAK. Furnished, from 5th June to 31st August, 1903. **"WESTBOURNE VILLA,"** NORTH BOWBINGTON ROAD. **"BISNEE VILLA,"** POULPOT ROAD. For terms and particulars, apply to—  
**LINSTRAD & DAVIS.**  
Hongkong, 3rd July, 1903. [1046]

## TO BE LET FURNISHED.

**"IAN MOR" (West), PEAK ROAD.**  
Apply to—  
**MAJOR TUDOR, R.E.,**  
or  
**HUMPHREYS ESTATE & FINANCE COMPANY, LD.**  
Hongkong, 18th June, 1903. [1902]

## TO LET.

**FROM August 25th, COSMOPOLITAN HOUSE (Unfurnished), 13 Large Rooms, Kitchen, etc., etc.**  
Apply to—  
**MANAGER,**  
Wm. Powell, Ltd.  
Hongkong, 30th June, 1903. [1867]

## THE BEST

**THE OLDEST**  
**THE CHEAPEST**  
**BELT IN THE WORLD**  
IS

## GANDY'S

**THE GANDY BELT,** ENGLAND.  
SOLE AGENTS: LUTGENS, EINSTMANN & CO. HONGKONG  
[1101-1]

**HIGH-CLASS CHRISTMAS CAKES,** decorated  
Plain Christmas Cakes ... from \$1.00  
German Sand Cakes ... from \$1 to \$5.00  
Assorted Pastry Cakes ... per dozen 0.60  
Scotch Buns ... from 1.50  
Frieden Stollen ... 2.00  
Mince Pies ... per dozen 2.40  
Chicken and Ham Pies ... from 3.00  
Chicken and Ham Patties ... 2.40  
Game Pie ... from 5.00  
Christmas Puddings, &c., to Order.  
Please apply to WEISMAN & CO., 142, PRAYA EAST, ANGLO-AMERICAN STORES, 84, ELGIN ROAD, or ROYAL BRATED WATER DEPOT, Ice House Street.  
Hongkong, 19th December, 1902. [117-1]

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

## [ALL RIGHTS RESERVED.]

## V. C.

## A CHRONICLE OF CASTLE BARFIELD AND THE CRIMEA.

BY DAVID CHRISTIE MURRAY

(Author of "Joseph's Coat," "Rainbow Gold," "Aunt Rachel," "Despair's Last Journey," &amp;c.)

## CHAPTER IV.

The oil-lamp which hung in the hall was flickering uncertainly as Polson and the General walked towards the foot of the staircase, leaving the passage in darkness for a second or two at a time and then flaring up with an unsteady brilliancy. The young man took a bedroom candle from a table at the stair foot, lit it, and motioned the General to precede him. He, altogether military in gait, with his shoulders squared to the utmost, marched upstairs as if he were heading an assault by escalade. Polson followed, drooping.

"This is your room, sir," the young man said when they came to the end of the corridor on which they had entered. He threw open the door, and revealed a cheerful scene. Tall wax candles flamed here and there, a great fire burned with a steady glow on the hearth, and the rich dark maroon curtains and hangings of the room gave it a secluded, sheltered and homely look which under other circumstances would have been wholly comfortable by contrast with the elemental war outside. The General walked into the apartment bolt upright, and Polson stood with the door handle in his grasp, waiting to catch his eye for a single instant that might say good-night. The older man wheeled suddenly.

"Come in!" he said. "Come in and close the door." Polson obeyed, wondering what was about to happen. "I suspect," Boswell began, "that I shall have cause to be sorry for myself and for somebody much dearer to me than myself before this business is over. But I am sorry for you, in the meantime, my lad, and I want to tell you that you will have to revise your ideas a little."

"As to what, sir?" asked Polson.

"Unless I am very much mistaken," the older man said, "the business which has been sprung upon us to-night will take some time to settle, and will make more noise in the world than either you or I will care to hear. You can't go into the army with this hanging over you."

"I had made up my mind about that already," said the younger.

"Well," the General returned, "it's a bitter pill for you to swallow, and as I have said, I am sorry for you. It will not be easy for you to be on terms of intimate friendship with a man who is compelled to fight your father tooth and nail, and there is nothing else for it at this moment but for you and me to say good-bye. Things may right themselves, but I see no use in mincing matters, and I tell you the honest truth when I say that I don't believe it, and that for the moment I don't even hope for it. There are some men," he added, "who can't afford to treat themselves to violent emotions, and Mr. James Knock Jervoyce is one of them. I hope your father may be able to clear himself of all complicity; but that man's a real what-forer, happy!"

"Good-bye, sir," said Polson.

"Good-bye," the General answered. He held out his hand, but Polson did not see that friendly gesture, and he walked from the room quite broken, his chin fallen upon his breast, and his head shoulders rounded with despondency. He went straight to his own room, and there, also, after the generous fashion of the country, a cheerful fire was burning. It had fallen to a settled ruby glow, and though it filled the room with warmth, it afforded but little light. Polson sat down in the shadow, and stared at the heart of the fire. Outside, the wind howled and whistled, as if in alternate wild triumph and wild mourning and the rain beat upon the window panes in driving sheets. But he heard no sound and was unconscious of his immediate surroundings. Only two hours ago he had been sitting in sweet nearness to the girl he loved; and he had been transcendently and tumultuously happy. How happy he had not known until the heavy curtain which had dashed the structure of his life to pieces. He had always longed for a career in the army, and the rumours of war which had flown so thickly for the past year and a half had served naturally to set a keener edge to his desires. A commission had not seemed a very likely thing to hope for at one time, for in the year before the Crimean War the sons of the British bourgeoisie were not very welcome in the British army. But as his father had climbed hand-over-hand to wealth, and as one local honour after another had fallen upon him, the prospect grew clearer. Now, John Jervoyce for three years had held the Commission of the Peace, and had taken a part in politics which had made him something of a figure in the district. He was above all the poor man's friend, and had become a great authority on working man economies. He had been foremost in the local movement for the establishment of the Penny Bank, and had printed a pamphlet which somebody else had written to his order, which had brought him into a national prominence. The Commission for which Polson yearned grew nearer and nearer in prospect, and at last he had almost placed his hand upon it. Now it was gone—gone, in all probability, beyond retrieval, and that alone would have been enough for an average grief. Yet it was barely a tithe of the sudden burden he had to bear. He had lost Irene, and any man who has ever been seriously in love knows what that may mean to the heart of three-and-twenty. And even this was not all, for he had lost his father—lost irretrievably the bluff, outspoken, honourable man of whom in spite of the occasionally disturbing vulgarities of his manner, he had all his life been proud. Consciously and slowly the sense of all these losses surged upon him. Now one was uppermost in his mind, and now another; but they were always linked together in one laden

feeling of heavy misery. He sat motionless for a full half hour, staring at the fire. At last a single dry sob, which shook him from head to foot, escaped him. He rose with a bull-dog shake of the head, threw back his shoulders, and walked resolutely but slowly down the staircase. He would have it out then and there, he declared to himself, and would come to an understanding with his father. He would actually know the truth without disguise, and having learned it, would decide upon the conduct of his future life. There was no thought of desertion in his mind, but there was a great longing to be at action, to be striving with something for a settled purpose, and no settled purpose was possible for him until he and his father could stand heart to heart and face to face, with all pretence between them broken down.

The hall lamp had flickered out, as it had threatened to do, and he groped his way in darkness, though at another moment he would have walked with the sure foot of custom blindfold about the house. Somehow, the whole tide of his purpose seemed suddenly to ebb. He became conscious of the night, and stood in the dark to listen to its wild voices. There were other voices in the air, for he could hear his father speaking in a deep, loud hum, and Jervoyce answering from time to time in a treble like that of an hysterical woman. He felt his way to a hall chair which had its place close to the parlor door, and sat down there to wait until he should find his father alone. He could hear no words from where he sat, but through all the plangent noises of the storm he could discern anger and command in his father's voice, and a querulous appeal which had a note of rage in it in the voice of his father's companion. He paid but little heed, for his heart was growing numb, and so distinct thought any longer found a place in his mind. Sitting there in the dark and the cold, he grew barely conscious of his own pain. This is Nature's mercy. When the wound is beyond bearing she draws away the sufferer's consciousness, and an extremity of agony brings its own relief, if only for a little while. A dull ache of respite follows the keener agonies alike of bodily and of mental pain. So he sat there, dulled and numb and empty, and for the moment he cared for nothing.

A gleam of light and the sound of a coming footstep awoke him to a knowledge of his surroundings. He did not wish to be found there sitting miserably in the dark, and he arose, and stood uncertain in what direction to move. The light grew clearer and clearer, and as it turned the corner he saw that it was carried by Irene. He forgot his impulse towards flight, and stood rooted, staring as if he beheld a vision. The little figure came forward with uncertain footsteps, one hand holding the candlestick overhead and the other groping for the wall. The foot trod with a harsh sound on one or two fragments of broken glass which had escaped the housemaid's broom. A yearning ache filled him as the girl came nearer, for he saw that her eyes were blind with tears. There was no distortion of the features, save that the small mouth quivered, and the shining drops trimmed over heavily and silently. Not a sigh escaped her, and she came on like a figure in a dream. He moved forward involuntarily, and her name sprang to his lips.

"Irene!"

She paused and pressed her disengaged hand upon her eyes to clear them of that bitter rain. Then she looked up at him in silence, and the big tears began to well over, shining like diamonds as they fell to the bottom of her dress; it was to be his last sight of her in his own home. He knew it, and his own heart was like cold iron in his breast. She made a picture never to be forgotten; a picture to be recalled on stormy nights at sea; in many a lonely hour of contemplation on alien shores; in many hours of sickness and delirium, in summer heats among the vineyards on the banks of Alma; in winter frosts in the trenches of Sevastopol; in convalescent wanderings amid the dumb reminders of English dead at Seaside; and later, too, in happy hours when the storms of youth were over, and manhood's heart had found safe anchorage, and the dear head was touched with silver.

She stood there weeping, and he had no power to comfort her—no right to comfort her.

"Good-bye, Irene," he had the right at least to say that to the sweetheart of his boyhood, and the chosen idol of his young manhood's heart. "I have seen your father, dear, and whatever there might have been, it's all over. Good-bye, and—God bless you, always. Always. Always."

"I have seen him too," she answered, and though the tears rained down as fast as ever, there was no break in the sweetest quiet voice. "Good-bye. God bless you."

This was all their farewell save that when she turned away with that uncertain groping of the hand he took it in his own and guided it to the rail of the staircase. He watched her as she slowly mounted the stairs with the light of the candle falling on her hair, and turning its brown masses to dim gold. All her figure was in shadow, and the dim gold head seemed to float upward until it vanished at the turning of a corner, and the faint light on the wall grew fainter. Then he heard the soft opening of a door, and before it closed again, one sob reached his door, and stabbed the heart that had laid within him like cold iron; and he knew that all her self-control had broken down. The door closed swiftly, shutting out the last ray of light reflected from the wall, and he found his way back to his chair, and there doggedly fighting with himself, and praying for Heaven's mercy on her, until his eyes tingled as if they had been pricked by a needle. Whether he would have it so or no the tears came, and as he hid his face in his hands, they dripped between his fingers to the floor. He was but three and twenty, and the first passion of the pain of life was upon him.

(To be continued.)

**CHEONG SHING.**  
GENERAL EXPORTERS.  
DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE CURIOS.  
Wholesale and Retail. Prices very moderate.  
No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAFF & CO.).  
Hongkong, 16th May, 1903.

**AUTOMATIC MAUSER PISTOLS.**  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong 3rd October, 1900.

**SIEN TING.**  
SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903.

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

**When Your Joints Are Stiff**  
and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. **USE**  
**Painkiller**

## 'DARTING' LANOLINE



Natural Toilet Preparations.

"DARTING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.  
"DARTING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.  
Wholesale: 67, Holborn Viaduct, E.C.

1955

## STYLISH DRESSMAKING.

COSTUMES MADE UP IN ALL THE LATEST FASHIONS OF PARIS, LONDON, AND NEW YORK.

EXPERIENCED EUROPEAN CUTTING AND GENERAL SUPERVISION.

EVERY KIND OF GARMENT MADE FOR LADIES AND CHILDREN.

## WM. POWELL, LD.

HIGH CLASS DRAPERS,

34, QUEEN'S ROAD, HONGKONG.

## NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE,

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—

JARDINE, MATHESON &amp; CO.

BUTTERFIELD &amp; SWIRE



Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Hongkong, 10th June, 1903.

[1819]

## MIDZUSHIMA &amp; CO

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Str. E.).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—UCHI-HONMACHI, MOJI; MINAMI-AJIKAWA, OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong.

CODE USED: A I &amp; A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes du Japon, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kamaoto and Tenoura Coal Mines. Sole Agents for Kawanishi, Komatsugaura, Tenoura, Minami, Kaji, and Kamaohata Collieries.

Hongkong, 4th March, 1903.

K. UYEMURA, MANAGER



## SHIPPING.

ARRIVALS.	
July 14, CANTON, British str., 1,110, D. F. Lawrence, Chofee 8th July, General.	
July 14, CHANGHONG, British str., 1,203, J. Pearce, Amoy 12th July, General.	
July 14, HAICHING, British str., 1,267, Passmore, Swatow 13th July, General.	
July 14, HURON, British str., 1,989, Walsh, Moji 10th July, Coals.—M. B. KAISHA.	
July 14, KONGWAT, German str., 1,115, W. Moller, Bangkok 4th July, Rice and Teakwood.—D. TIERFIELD & SONS.	
July 14, KONG MARU, Japanese str., 1,739, Y. Minami, Kobe 9th July, Coal and General.—CHINESE.	
July 14, LOTAL, German str., 1,237, Buhrmann, Swatow 13th July.—ORDR.	
July 14, PROSPER, Norwegian str., 789, J. Christensen, Saigon 10th July, General.—CHINESE.	
July 14, ROMILLA MARU, Japanese str., 2,399, Bishop, Manila 12th July, Treasure and General.	
July 14, TRIGLAC, Austrian str., 618, Lovestich, Tientsin 11th July, General.—ORDR.	
July 14, TTB, Norwegian str., 1,418, D. L. Danielsen, Hongy 11th July, Coal.—EAST ASIATIC TRADING CO.	
July 14, YARU, French str., 2,657, Sollier, Marseilles 14th June, Mails and General.	
July 14, YAWATA MARU, Jap. str., 2,366, A. E. Moses, Yokohama and Nagasaki 10th July, General.—NIPPON YUSEN KAISHA.	

## CLEANANCES.

At the Harbour Master's Office.  
14th July.  
Glenagary, British str., for Singapore.  
Haiching, British str., for Swatow.  
Hanoi, French str., for Hongkong.  
Maidzuru Maru, Japanese str., for Swatow.  
Tyr, Norwegian str., for Canton.  
Whampoa, British str., for Ningpo.

## DEPARTURES.

14th July.  
CHANGHONG, British str., for Canton.  
ERNEST SIMONS, French str., for Saigon.  
FALANG, British str., for Swatow.  
HAILAN, French str., for Haikow.  
HONGKONG, British str., for Swatow.  
HONGKONG MARU, Jap. str., for Singapore.  
IKKIA, Italian str., for Bombay.  
KAGA MARU, Japanese str., for Seattle.  
KWANTAM, Chinese str., for Shanghai.  
LINA, Norwegian str., for Canton.  
LIGHTNING, British str., for Calcutta.  
LOONGMOON, German str., for Canton.  
MARIN JENSEN, German str., for Singapore.  
PERIN, British str., for London.  
PINA NAGA, German str., for Bangkok.  
PRINCE, Norwegian str., for Newchwang.  
SHANTUNG, German str., for Shanghai.  
TENTON, German str., for Hankow.  
TIENTSIN, British str., for Chikiang.  
WOSUNG, British str., for Canton.

## VESSELS IN DOCK.

14th July.  
ABERNETHY DOCK.—  
K. WILSON DOCK.—  
Arab, American Maru, Oceania.  
Cosmopolitan Dock.—

## VESSELS PASSED ANKER.

June 21, Amoy 4 m. bay, Atlas, Kny, March 20, from New York for Yokohama.  
June 21, French str., Rene, Feb. 18, from Philadelphia for Nagasaki.  
June 21, German str., Zion, Gollers, from Port Elizabeth for Manila.  
June 22, Dutch str., Bali, Bakker, from Amsterdam for Batavia.  
June 25, Dutch str., Gede, Bagchi, June 25, from Batavia for Rotterdam.  
June 27, Dutch str., Izon, Robinson, from Amsterdam for Batavia.  
June 27, French str., Pierre Lote, Crotel, May 14, from Cape Town for Amoy.  
June 28, Dutch str., Hendrik, Turfker, from Amsterdam for Batavia.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOOW.  
THE Company's Steamship.

"HAICHING."  
Captain Passmore, will be despatched for the above ports TO-DAY, the 15th inst., at 11 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 13th July, 1903. [1900]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, COPENHAGEN AND AUSTRIAN PORTS.  
THE Danish Steamer.

"PRINCE VALDEMAR."  
Captain Keck, will be ready to load for the above ports on or about WEDNESDAY, the 15th inst.  
For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 2nd July, 1903. [1906]

REGULAR STEAMSHIP SERVICE TO NEW YORK.  
Via Ports of SUEZ CANAL.  
(With Liberty to Call at Philippine Ports).  
PROPOSED SAILINGS FROM HONGKONG.  
1903. About  
"MACDUFF" ... 15th July.  
"SAINT BEDE" ... 25th July.  
"OR" ... To follow.  
"MOGUL" ...  
"SATSUMA" ...  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 2nd July, 1903. [1125]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI".  
Captain Samuel Bell Smith.  
DAILY Departure from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m. Sunday included.  
1st Class fare (including cabin and servant), 33; return ticket, \$1.65.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steering, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market at Macao, C. M. S. N. Company's Wharf.  
For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
31, Queen's Road Central.  
Hongkong, 29th April, 1903. [34]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.  
THE Steamship.  
"BALLAARAT."  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]

STEAMSHIP SERVICE TO NEW YORK.  
Via Ports of SUEZ CANAL.  
(With Liberty to Call at Philippine Ports).  
PROPOSED SAILINGS FROM HONGKONG.  
1903. About  
"MACDUFF" ... 15th July.  
"SAINT BEDE" ... 25th July.  
"OR" ... To follow.  
"MOGUL" ...  
"SATSUMA" ...  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 2nd July, 1903. [1125]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI".  
Captain Samuel Bell Smith.  
DAILY Departure from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m. Sunday included.  
1st Class fare (including cabin and servant), 33; return ticket, \$1.65.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steering, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market at Macao, C. M. S. N. Company's Wharf.  
For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
31, Queen's Road Central.  
Hongkong, 29th April, 1903. [34]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.  
THE Steamship.  
"BALLAARAT."  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]

STEAMSHIP SERVICE TO NEW YORK.  
Via Ports of SUEZ CANAL.  
(With Liberty to Call at Philippine Ports).  
PROPOSED SAILINGS FROM HONGKONG.  
1903. About  
"MACDUFF" ... 15th July.  
"SAINT BEDE" ... 25th July.  
"OR" ... To follow.  
"MOGUL" ...  
"SATSUMA" ...  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 2nd July, 1903. [1125]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI".  
Captain Samuel Bell Smith.  
DAILY Departure from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m. Sunday included.  
1st Class fare (including cabin and servant), 33; return ticket, \$1.65.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steering, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market at Macao, C. M. S. N. Company's Wharf.  
For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
31, Queen's Road Central.  
Hongkong, 29th April, 1903. [34]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.  
THE Steamship.  
"BALLAARAT."  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]

STEAMSHIP SERVICE TO NEW YORK.  
Via Ports of SUEZ CANAL.  
(With Liberty to Call at Philippine Ports).  
PROPOSED SAILINGS FROM HONGKONG.  
1903. About  
"MACDUFF" ... 15th July.  
"SAINT BEDE" ... 25th July.  
"OR" ... To follow.  
"MOGUL" ...  
"SATSUMA" ...  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 2nd July, 1903. [1125]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI".  
Captain Samuel Bell Smith.  
DAILY Departure from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m. Sunday included.  
1st Class fare (including cabin and servant), 33; return ticket, \$1.65.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steering, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market at Macao, C. M. S. N. Company's Wharf.  
For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
31, Queen's Road Central.  
Hongkong, 29th April, 1903. [34]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.  
THE Steamship.  
"BALLAARAT."  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]

STEAMSHIP SERVICE TO NEW YORK.  
Via Ports of SUEZ CANAL.  
(With Liberty to Call at Philippine Ports).  
PROPOSED SAILINGS FROM HONGKONG.  
1903. About  
"MACDUFF" ... 15th July.  
"SAINT BEDE" ... 25th July.  
"OR" ... To follow.  
"MOGUL" ...  
"SATSUMA" ...  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 2nd July, 1903. [1125]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI".  
Captain Samuel Bell Smith.  
DAILY Departure from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m. Sunday included.  
1st Class fare (including cabin and servant), 33; return ticket, \$1.65.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steering, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market at Macao, C. M. S. N. Company's Wharf.  
For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
31, Queen's Road Central.  
Hongkong, 29th April, 1903. [34]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.  
THE Steamship.  
"BALLAARAT."  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]

STEAMSHIP SERVICE TO NEW YORK.  
Via Ports of SUEZ CANAL.  
(With Liberty to Call at Philippine Ports).  
PROPOSED SAILINGS FROM HONGKONG.  
1903. About  
"MACDUFF" ... 15th July.  
"SAINT BEDE" ... 25th July.  
"OR" ... To follow.  
"MOGUL" ...  
"SATSUMA" ...  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 2nd July, 1903. [1125]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI".  
Captain Samuel Bell Smith.  
DAILY Departure from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m. Sunday included.  
1st Class fare (including cabin and servant), 33; return ticket, \$1.65.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steering, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market at Macao, C. M. S. N. Company's Wharf.  
For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
31, Queen's Road Central.  
Hongkong, 29th April, 1903. [34]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	WEEK DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	BALLAARAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	18th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	C. D. Bennett	P. & O. S. N. Co.	About 25th inst.
LONDON VIA SUEZ CANAL.	BENLIEP	Brit. str.	D. Clark	GIBB, LEVINGSTON & CO.	About 25th inst.
LIVERPOOL	PROMETHEUS	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
LIVERPOOL	DIOMED	Brit. str.		BUTTERFIELD & SWIRE	20th August.
MARSEILLES, COPENHAGEN &c.	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	22nd September.
MARSEILLES LONDON & ANTWERP	PEREUS	Brit. str.		BUTTERFIELD & SWIRE	Quick despatch.
MARSEILLES LONDON & ANTWERP	TAMBA MARU	Brit. str.	J. W. Wale	NIPPON YUSEN KAISHA	21st inst.
MARSEILLES, &c., VIA PORTS OF CALL.	POLYNESIAN	Fren. str.	Duchateau	MESSAGERIES MARITIMES	25th inst., Daylight.
MARSEILLES LONDON & ANTWERP	STENTOR	Brit. str.		BUTTERFIELD & SWIRE	28th inst., 11 A.M.
MARSEILLES LONDON & ANTWERP	TIDEUS	Brit. str.		BUTTERFIELD & SWIRE	4th August.
MARSEILLES LONDON & ANTWERP	NESTOR	Brit. str.		BUTTERFIELD & SWIRE	18th August.
MARSEILLES LONDON & ANTWERP	MOYNE	Brit. str.		BUTTERFIELD & SWIRE	1st September.
MARSEILLES LONDON & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	15th September.
BREMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	23rd September.
HAYRE & HAMBURG	NORBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	22nd inst., at Noon.
HAYRE & HAMBURG	WURZBURG	Ger. str.	V. Biezer	HAMBURG-AMERIKA LINIE	17th inst.
HAYRE & HAMBURG	BADENIA	Ger. str.	Rorion	HAMBURG-AMERIKA LINIE	20th inst.
HAYRE & HAMBURG	STERNIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	12th August.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	28th August.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	2nd September.
TRIESTE, &c., VIA SINGAPORE, &c.	TRIESTE	Aus. str.	Mecozzi	SANDEE, WIELER & CO.	21st inst., P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	H. LERICHE	Rus. str.		BRADLEY & CO., LD.	18th inst., at 4 P.M.
NEW YORK (DIRECT)	MACDUFF	Brit. str.		DODWELL & CO., LD.	About 15th inst.
NEW YORK, VIA SUEZ CANAL	ALBENGA	Brit. str.	Petersen	CARSWELL & CO.	About 25th inst.
NEW YORK, VIA SUEZ CANAL	KENYON	Am. str.	H. N. Spiesen	SHAW, TOMES & CO.	About 25th inst.
NEW YORK, VIA SUEZ CANAL	KENYON	Am. str.	H. N. Spiesen	SHAW, TOMES & CO.	About 25th inst.
NEW YORK, VIA SUEZ CANAL	KENYON	Am. str.	H. N. Spiesen	SHAW, TOMES & CO.	About 25th inst.
YANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.		HAMBURG-AMERIKA LINIE	22nd inst., Noon.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	RIJON MARU	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	28th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	VICTORIA	Brit. str.	J. Panten	DODWELL & CO., LIMITED	1st August.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	NINCHOW	Brit. str.		BUTTERFIELD & SWIRE	10th August.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	R. P. Craven	PORTLAND & ASIATIC CO.	To-morrow.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	17th inst., at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	27th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	29th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOB	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	About 24th inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	17th inst., Daylight.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	22nd inst., Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	25th inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	31st inst., Daylight.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	About 17th inst.
TAMSAI, VIA SWATOW & AMOY	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	18th inst., P.M.
ANPING, VIA SWATOW & AMOY	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	19th inst.
SWATOW, AMOY & FOCHOOW	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	To-day.
SWATOW, AMOY & FOCHOOW	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	17th inst., 11 A.M.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	27th inst.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	To-day.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	17th inst., 11 A.M.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	18th inst., 10 A.M.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	25th inst., 10 A.M.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	27th inst.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	17th inst.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	About 24th inst.
CEBU & ILOILO	YAWATA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	27th inst., at 4 P.M.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
"YUENSANG."  
Captain S. J. Payne, will be despatched as above TO-MORROW, the 16th inst., at 4 P.M.  
This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 13th July, 1903. [2006]

FOR MANILA.  
THE Company's Japanese Mail Steamship  
"YAWATA MARU."  
3600 Tons, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 17th inst., at 4 P.M.  
This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
For Freight or Passage, apply to  
T. S. TAKAYANAGI,  
Acting Manager.  
Hongkong, 9th July, 1903. [1976]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.  
THE Steamship.  
"BALLAARAT."  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.  
THE Steamship.  
"BALLAARAT."  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.  
THE Steamship.  
"BALLAARAT."  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th July, 1903. [1]

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.  
THE Steamship.  
"BALLAARAT."  
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th July, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"DIOMED"	On 18th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 26th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 3rd Aug.
GLASGOW and LIVERPOOL	"KINTUCK"	On 7th Aug.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 11th Aug.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 15th Aug.
GLASGOW and LIVERPOOL	"DEUCALION"	On 19th Sept.

HOMEWARDS.		
FROM	STEAMERS	TO
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 25th July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 29th Aug.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 13th Aug.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th Aug.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st Sept.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th Sept.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd Sept.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th Sept.

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ, and YOKOHAMA	"NINGCHOW"	On 16th Aug.
The s.s. "DIOMED" left Singapore on the 11th inst., a.m., and is due here on the 16th inst.	"DEUCALION"	On 6th Sept.
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kōbe and Hongkong.		

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 14th July, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, AMOY, SAMARANG, and SOERABAYA	"SUNGKIANG"	On 15th July.
KOBÉ and YOKOHAMA	"SHANTUNG"	On 17th July.
PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIWAN"	On 27th July.
	"TAIYUAN"	On 27th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 14th July, 1903.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"EMPERESS OF JAPAN"	6,000	R. P. Craven	WEDNESDAY, 15th July.
"TARTAR"	4,425	A. E. Hollingsworth	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000	R. P. Craven	WEDNESDAY, 29th Aug.
"ATHENIAN"	3,882	A. E. Hollingsworth	WEDNESDAY, 12th Aug.
"EMPERESS OF INDIA"	6,000	R. P. Craven	WEDNESDAY, 26th Aug.
"EMPERESS OF JAPAN"	6,000	R. P. Craven	WEDNESDAY, 23rd Sept.
"TARTAR"	4,425	A. E. Hollingsworth	WEDNESDAY, 7th Oct.
"EMPERESS OF CHINA"	6,000	R. P. Craven	WEDNESDAY, 21st Oct.
"ATHENIAN"	3,882	A. E. Hollingsworth	WEDNESDAY, 4th Nov.
"EMPERESS OF INDIA"	6,000	R. P. Craven	WEDNESDAY, 18th Nov.
"EMPERESS OF JAPAN"	6,000	R. P. Craven	WEDNESDAY, 16th Dec.
"TARTAR"	4,425	A. E. Hollingsworth	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL FARES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China in Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pender Street

Hongkong, 14th July, 1903.

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MONI, KOBÉ AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP Tons. CAPTAIN TO SAIL ON

"INDRAVELLI" 4,899 R. P. Craven July 16, 1903

"INDRAPURA" 4,899 A. E. Hollingsworth August 14, 1903

"INDRASAMHA" 5,197 W. E. Craven September 13, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

**ALLAN CAMERON, GENERAL AGENT.**

[14]

### FOR ODESSA.

THE Russian Steamer  
"HERMANN LERCHE,"  
1,978 tons, will be despatched for the above  
on SATURDAY, the 18th inst., at 4 p.m.  
For Freight, apply to  
**BRADLEY & CO.,**  
Agents.  
Hongkong, 11th July, 1903. [1923]



AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM TO SHANGHAI, KOBÉ AND  
YOKOHAMA.

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Bassevich, will leave for the above  
places on SATURDAY, the 18th inst., p.m.

This Steamer has special accommodation for  
Passengers, Electric Light and carries a Doctor.

For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
Agents,  
Princes Buildings,  
Hongkong, 11th July, 1903. [3]

REGULAR STEAMSHIP SERVICE TO  
NEW YORK VIA PORTS AND SUEZ  
CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC"

will be despatched as above on or about the  
25th inst.

For Freight and further information, apply to  
**STANDARD OIL COMPANY**  
OF NEW YORK,  
Oriental Freight Department,  
Agents,  
Hongkong, 3rd July, 1903. [1915]

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA"

Captain H. N. Spiesen, will be despatched as  
above on or about SATURDAY, the 25th  
JULY.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
General Agents,  
Hongkong, 7th July, 1903. [1893]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLEDI"

Captain D. Clark, will be despatched as above  
on or about the 26th inst.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents,  
Hongkong, 14th July, 1903. [1896]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

CALCUTTA, DJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th July, 1903, at  
11 a.m., the Company's Steamship

"POLYNESIE," Captain Duchateau, with  
Mails, Passengers, and Cargo, will leave  
this Port for MARSEILLES via Ports of Call,  
WITHOUT TRANSIT.

Cargo and Passengers will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon  
only on Monday, the 27th July. Specie and  
Parcels received until 4 p.m. on the same day.  
No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 15th July, 1903. [2]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at PORT DARWIN and QUEENSLAND  
PORTS, and taking through Cargo to ADE-  
LAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain W. G. Macarthur, will be despatched  
as above on WEDNESDAY, the 29th inst., at  
Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a refrigerating cham-  
ber, which ensures the supply of fresh pro-  
visions, ice, &c., throughout the voyage.

The Steamer is installed throughout with  
the electric light.

A stewardess and a duly qualified surgeon  
are carried.

N.B.—To assure the additional comfort of  
passenger, the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents,  
Hongkong, 3rd July 1903. [1912]

CHINA NAVIGATION CO.,  
LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE

MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH  
ELECTRIC LIGHT. FIRST CLASS ACCOM-  
MODATION. UNRIVALLED TABLE. DULY  
QUALIFIED SURGEON CARRIED.

**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 4th July, 1903. [1904]

### FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
851 Tons, Captain A. Murphy, will leave for  
Canton at 8 p.m. on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 p.m. Excellent accommodation, electric  
light and perfect cuisine. Wharf at Hongkong  
near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1  
each.  
Cargo Freight very moderate.  
**J. TREVOUX & CO.,**  
No. 128, Connaught Road Central,  
Hongkong, 30th June, 1903. [1751]

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with "LYNO-  
CHINA STEAM NAVIGATION CO.'s" fortnightly  
service house to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan,  
Hongkong, 4th August, 1897. [8]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED.

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being  
discharged into Craft, and/or loaded at the  
godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at the Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 10th inst.

Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 a.m., on the 16th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown and all Goods  
remaining undelivered after the 16th inst. will  
be subject to suit.

All Claims against the Steamer must be  
presented to the undersigned on or before the  
23rd inst., or they will not be recognized.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, 9th July, 1903. [10-12]

PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAVELLI,"

FROM PORTLAND (OR) YOKOHAMA,  
KOBÉ, AND MOJI.

THE above Steamer having arrived Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for counter-  
signature and to take immediate delivery of  
their Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by me in  
any case whatever.

**ALLAN CAMERON,**  
General Agent,  
Hongkong, 10th July, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

OF THE NORDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 a.m.,  
To-day, the 8th inst.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 15th July will be subject  
to suit.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on Wednesday, the 15th July, at  
9.30 a.m.

All Claims must reach us before the 18th  
July, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by the  
undersigned.

**NORDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
Agents,  
Hongkong, 8th July, 1903. [5]

GENERAL AVERAGE, S.S. "PEKIN"

NOTICE IS HEREBY GIVEN to all  
concerned that the General Average  
Statement of the s.s. "PEKIN" consequent on  
the fire which occurred at Kobe on the 5th and  
6th April, 1903, is being prepared at Yokohama  
by Mr. H. P. WADMAN, of the China  
Traders' Insurance Co., Ltd.

E. A. HEWETT,  
Superintendent.

Peninsular & Oriental S. N. Co.,  
Hongkong, 14th July, 1903. [2000]

FROM HAMBURG AND FALMOUTH.

THE British Steamship

"SCOTSMAN,"

Captain MacKenzie, due here TO-DAY (WED-  
NESDAY), the 15th inst.

The Steamer will discharge her cargo off  
Stonecutters' Island and Consignees of Cargo  
are requested to apply at once to  
**SANDER, WIELER & CO.,**  
Agents,  
Hongkong, 14th July, 1903. [2013]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor  
THE OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
the Crew of the following Vessels during their  
stay in Hongkong Harbour:

DIABWAB, Swedish barque, A. P. Larsson.—  
Jardine, Matheson & Co.

KENTMERE, British 4-m. barque, T. E. Burch.  
—Standard Oil Co.

### SITUATION WANTED.

ENGLISH GENTLEMAN at present in  
Government Service seeks position of  
confidence as Secretary or Adviser to Minister  
or high Official. Has travelled much. Speaks  
several European languages. Highest possible  
references.  
Apply in first instance to—  
"UBIQUE,"  
Care of W. Watson & Co., Bankers, Bombay.  
Hongkong, 1st July, 1903. [1894]

WANTED.

A BRITISH TEACHER for a Private  
School in the Colony.

Apply to—  
M. M.,  
Care of Daily Press Office.  
Hongkong, 9th July, 1903. [196]

THE "ZAFIRO" CASE.

A REPRINT OF "THE 'ZAFIRO'  
MYSTERY" Case in pamphlet form is  
now on sale. Copies may be obtained for cash,  
\$1 each, at the Office of the "Daily Press,"  
Hongkong, 29th May, 1903. [156]

BUDWEISER  
BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.

TRADE MARK

This Beer is brewed of best Saazey Hops and  
finest Barley Malt only, and warranted not to  
contain Chemicals in any form.

The Beer is sterilized after being bottled, and  
full mature age insures



